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**WEEKLY NEWS FOR HOME.**

**The Overland China Mail**

**FULL REPORT**

**LATEST INTELLIGENCE**

**THE OVERLAND CHINA MAIL**

**FULL REPORT**

**LATEST INTELLIGENCE**

**CHINESE RAILWAY LOANS**

Has China Broken Faith?

Questions concerning Chinese railway loans have been raised in the House of Commons recently.

Mr. Ginnell asked the Secretary of State for Foreign Affairs whether the British Government had authorized the Government of Hongkong to advance to the Chinese Government £1,100,000 to purchase from an American-Belgian combination the concession for building the Hankow-Canton Railway for the purpose of preserving from foreign control a railway of which the southern terminus was to be at Canton; whether Chang Chi-tung, in return, gave the British Government on September 9, 1908, an undertaking that British capital and materials should have the preference whenever China decided to construct the line, whether Germany had since succeeded in securing for themselves the contract for building and financing the railway; and, if so, whether any steps had been taken by the British Government to secure the performance of the undertaking given by Chang Chi-tung and the interests in respect of which the advance of £1,100,000 was made.

Mr. McKinnon Wood (Glasgow, St. Rector, Min.)—The reply to the first point in the question is in the affirmative. It is true that Chang Chi-tung gave an undertaking that British capital and materials should have the preference whenever China decided to construct the line, but only if the terms offered by foreign financiers were not more favourable. A German group offered China in the spring of the present year terms which the Chinese considered more advantageous and which they consequently accepted. It was to recover at any rate some portion of the Hankow-Canton Railway loan that the British and French groups, who were working together, decided to admit the German group to participation in the Hankow-Szechuan line; each group having an equal share in the loan and the material, but the British group supplying the chief engineer on the Hankow-Canton line and the chief engineer for one-third of the Hankow-Szechuan line. To safeguard the control of the loan fund by the lenders, certain modifications were effected in the terms originally offered by the German group. Subsequently, an American group expressed a wish to participate in the Hankow-Szechuan loan, and the negotiations with regard to the share to be allotted to this fourth group are still proceeding.

Mr. McKinnon Wood—I am not prepared to say that, because undoubtedly the terms offered by the German group were more favourable than those which the British group was prepared to offer. It was a question of guaranteeing the expenditure with whoever arranged it.

At a later sitting, Mr. Ginnell asked the Secretary of State for Foreign Affairs whether the British Government had any other object in lending £1,100,000 to the Chinese Government to buy back the concession for the Hankow-Canton Railway except that, on account of its proximity to the British colony of Hongkong, it was considered desirable that it should be controlled by British subjects; what steps, if any, were taken between 1906 and the spring of the present year to promote that object by securing for British interests the control of that railway; whether, in order to recover the Hankow-Canton Railway, the British and French groups were compelled to allow German financiers to participate in the Szechuan Railway; and, if so, who was mainly responsible for that change?

Sir E. Grey.—It is substantially the case that in lending China the sum of £1,100,000 in 1908 His Majesty's Government were actuated by the wish to obtain control over the Hankow-Canton Railway. Negotiations proceeded continuously from that year until the spring of 1909, when, as the hon. member was informed on the 30th ult., a German group of financiers offered the Chinese terms which they considered more advantageous than those the British group was prepared to offer, or than the British Government could have approved, and which the Chinese Government accepted. The subsequent negotiatio resulted in a compromise, the object of which was to secure more control and avoid competition.

Mr. Ginnell asked whether the Chinese Government had, under pressure from the British Government, become contributory to the payment of 5 per cent. per annum interest on a loan of £1,500,000 for the construction of the Kowloon Railway, which they knew could never pay, sole guarantors for a loan of £3,000,000 at 5 per cent. interest for the Shanghai-Nanking Railway, which was being worked at a loss to them of £101,000 per annum, solely responsible for the working expenses of the Hankow railway built by the Peking Syndicate, in addition to paying £38,000 a year interest on the bonds for it, whether the Chinese Government always disapproved of the making of such and all of these railways, and wanted railways made elsewhere; and, in a country where railways were so necessary and would be beneficial to China and to foreigners if made in right places, whether British influence would in future be directed to securing this latter condition.

Sir E. Grey.—The Chinese Government presented the compromise for these railways 11 years ago. The actual terms of which have been given in the House of Commons several times, and by the Chinese Government with the Chinese Government. They are not a secret, and they are not a secret.

**Geo. P. Lammert**

AUCTIONEER

PUBLIC AUCTIONS

THE Underlined has received instructions to sell by Public Auction.

TUESDAY,

the 5th October, 1909, commencing at 2.30 p.m., at his Sales Rooms, DUNDAS STREET.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising—

Silk Tapestry Covered Drawing Room Suite, Teak Chiffonier, Oriental Carpets, Bathing Machine, Teak Bedstead, &c.

Extension Dining Table, Sideboard with Battered Mirror, Dinner Table, Roll-top Desk, Bookcase, Ice Chest, Cooking Stove, &c.

Glassware, Crockery and Cutlery.

Brass and Brass-mounted Bedstead, Wardrobe and Dressing Table with Bevelled Mirrors, Marble-top Washstands, Toilet Ornaments, Child's Cot, &c.

One fine Brass Double Bedstead.

A few pieces Canton Blackwood Ware.

On View from Monday, the 4th October, 1909.

Terms—Cash on delivery.

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THURSDAY,

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A QUANTITY OF HIGH-CLASS IRISH GOODS.

Comprising—

Table Linens, Serviettes, Household Linens, Huckaback Towels, Turkish Towels, Bath Sheets, Brown Linen Towels, Ladies' White Lawn Underclothes, Walking Skirts, Combinations, Robes, Flannelette Night-dresses, Dressing Gowns, Ladies' Dress Lengths.

Also

An Assortment of Suit Lengths, Lace Curtains and Window Blankets, &c.

(All New Goods.)

Catalogues will be issued.

On View on Wednesday, the 6th Oct.

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ONE GALLON will make 100 Gallons of Efficient Disinfectant.

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Co-efficient 10 in 1 Gallon Drums. To be obtained from usual dealers.

Price on application.

Ask other manufacturers of fluids for a Guarantee of the Germicidal Strength of their products (in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs and then compare the result with our HYCOL. This is the only way you can arrive at the Germ-killing properties and at the true value of a Genuine Disinfecting Fluid.

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Hongkong, September 1, 1909.

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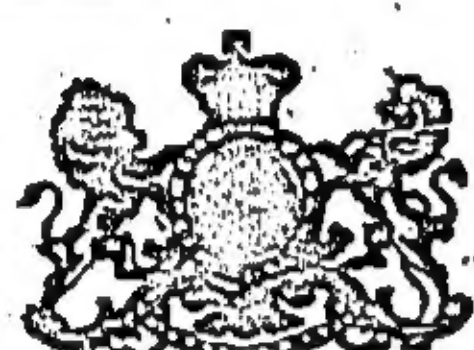
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which, for daintiness and pleasing effect, are

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ALEXANDRA BUILDINGS.



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TORACCONISTS & CIGAR MERCHANTS.

## Smokers' Requisites.

We have just received a large and entirely new assortment of smokers requisites, from the celebrated B.B. Factory, including briar, meerschaum and celabash pipes, with and without cases. Qualities ranging from the cheaper kinds to the most luxurious. Also meerschaum and amber, and all amber Cigar and Cigarette Holders, etc., etc.

We specially recommend the new 'Clebo' pipe which embodies the latest contrivances calculated to afford a cool and dry smoke.

**CIGARS**

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Highly recommended

**LEONAS**  
In boxes of 25...\$11 per 100.

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The Celebrated Prof. DOBBS,  
Steel and Fire Wonderful Acts.

**MARY LEE & MISS ST. OLIVER**  
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AT REDUCED PRICES.

**NEW PIANOS**

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HONGKONG, April 16, 1907.

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CHINA MAIL, LIMITED.

**DEATHS.**  
JONES—At Bath, England, on the 1st instant, Miss MARGARET JONES, from a paralytic stroke.  
WADDELL—At Galashiels, Scotland, Captain WALTER WADDELL, late A.S. Kitching, Singapore and Sarawak & Co.

**MEMOS FOR TO-MORROW.**  
Amusements.  
9.15 p.m.—Performance of Hamster's Circus at Kennedy Town.

**MEMOS FOR MONDAY.**  
Auction.  
5 p.m.—Auction of Crown Land at the Public Works Department's Office.  
Meeting.  
5.30 p.m.—Meeting of Hongkong Christian Union in the rooms of Y.M.C.A. Alexandra Buildings.

**General Memoranda.**  
TUESDAY, October 5:  
2.30 p.m.—Auction of Household Furniture, &c. at Mr. Geo. P. Lammer's Sale Rooms.  
5.30 p.m.—Meeting of Kowloon Cricket Club at Club Pavilion.

THURSDAY, October 7:  
2.30 p.m.—Auction of Irish Goods at Mr. Geo. P. Lammer's Sale Rooms.

TUESDAY, October 12:  
Transfer Books of Dairy Farm Co., Ltd., close from this date to 19th inst., inclusive.

WEDNESDAY, October 13:  
3 p.m.—Auction of Leasehold Properties at Messrs. Hughes & Hough's Sale Rooms.

TUESDAY, October 19:  
12.30 p.m.—Meeting of Dairy Farm Co., Ltd. at Co's Town Office.

**The China Mail**

HONGKONG, SATURDAY, OCTOBER 2, 1909

**BRITISH POSTAL AGENCIES IN CHINA.**

Has not the time arrived for the Imperial Government either to close the British Postal Agencies in China or to assume the cost of running them and thus relieve the Colony of Hongkong of a very unfair burden and illegal responsibility? We certainly think it has. From their very inception these postal agencies, we understand, have been considered branches of the Hongkong Post Office, though by what process of reasoning the authorities arrived at this astonishing conclusion we fail to fathom. Of course, when they were first started the only mail route to China was via Hongkong and as China had not equipped herself with a national postal service, the only practicable way of handling postal matter, destined for places beyond Hongkong was perhaps to open in the various treaty ports postal agencies under the aegis of a British Post Office. But the cost of such a service should have been borne by the General Post Office in London and certainly not by the

taxpayers of Hongkong. To-day the postal agencies themselves have become anomalies in an Empire which is presumed to be self-governing, though more anomalous still is their financial dependence upon this Colony.

Acting under instructions from His Excellency Sir FREDERICK LEGG, the Colonial Secretary of Hongkong recently wrote to the Municipal Council at Shanghai a letter in which it is mentioned that His Excellency has for some time past had under consideration the annual loss incurred by the Revenues of this Colony by the conduct of the postal agencies at various Treaty ports in China and the letter adds:—"His Excellency is of opinion that this service is primarily one affecting Imperial interests, and in particular the interests of the treaty port concerned, and he lately wrote to His Majesty's Secretary of State for the Colonies informing him that he could no longer undertake to conduct these agencies, at the cost of the Hongkong taxpayers, the more so that additional burdens have lately been incurred owing to railway construction and restriction of opium."

The loss on the working of the British Postal agencies in China for 1910 is estimated by the Postmaster-General at \$27,250, and His Excellency informed the Municipal Council of Shanghai that the Government of Hongkong would be glad to conduct the British Post Office in Shanghai during 1910 provided the Council would guarantee to refund to the Government of Hongkong one quarter of the total loss on the agency. This, on the face of it, is a very generous offer, but we are not surprised at the attitude which the Shanghai Municipal Council felt compelled to take up in regard to it. In their letter in answer to the Hongkong suggestion, the Council replied regretting that it cannot authorize payment on behalf of its cosmopolitan community of a contribution towards the cost of the British Post Office, since other national offices would be entitled to similar treatment. There are in Shanghai, it points out, branch post-offices under American, French, German, Japanese and Russian management, as well as the Imperial Chinese Post Office, and in the Council's opinion the support of any of these, or the British Post Office, cannot fittingly be made a charge upon municipal funds.

In our opinion, quite apart from the question of an unfair burden on Hongkong's finances, the time has come for the British Government to seriously reconsider its position in the matter. When the British Postal agencies were established they were a vital necessity to-day they are not. China has, under the splendid management of the Imperial Maritime Customs, equipped herself with a thoroughly competent national postal service, and therefore the necessity for foreign postal agencies within her borders has ceased to exist. A precisely similar state of affairs once existed in Japan. When Japan was first opened to foreign intercourse as the result of Commodore Perry's visit she had no facilities for handling foreign mails and at first all letters and other postal matter used to be sent ashore to the various consulates where one went on the arrival of the mail packets and claimed one's correspondence. This clumsy and as it turned out fairly faulty arrangement did not last very long. Sir HARRY PARKES instituting, under the China plan, a Postal Agency in connection with the British Consulate, and other nations at once followed suit. Japan meanwhile had not been asleep. She had already a native system of mail delivery and post runners on her principal high roads, which had been in existence for centuries, and with this as a nucleus she began to build up a modern system, employing first class foreign advisers at the outset to get the machinery into proper working order. When everything was ready she informed the various Ministers in Tokyo that she was prepared to discharge her obligations in the matter of a Postal Service, both foreign and

domestic, and the Corps Diplomatique having satisfied themselves upon the point the foreign agencies were closed. The same thing is surely possible in China. The Imperial Chinese Post Office has gone far beyond an experimental stage and we certainly think the Powers would be doing a very graceful thing if they recognized the altered state of affairs, acknowledged that China had qualified herself to undertake the obligations imposed by the establishment of an Imperial Post Office, and closed their postal agencies accordingly. This, in our opinion, is the true solution of the question.

**NEWS OF THE DAY.**

On page 2 of this issue will be found Dr. Cook's account of his visit to the North Pole, as telegraphed to the *New York Herald*.

The Hongkong Volunteer Corps are giving a grand concert on Saturday, the 23rd inst. in aid of the funds of the Ladies' Benevolent Society.

For general information there are published in the *Gazette* rules for regulating appeals to His Majesty in Council from the Supreme Court of Hongkong.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 18th Sept. amounted to 26,870.32 tons, and the sales during the period, to 27,834.40 tons.

Dr. Frederick A. Cook has given notice of his intention of suing Commander Perry for slander on account of the latter's charges of fraud against Dr. Cook in connection with his claim to have discovered the north pole.

The annual session of His Majesty's Justices of Peace will be held at the Magistracy on Friday, November 5th, at 2.30 p.m.—for the purpose of considering applications for licences and adjudge licences for the year 1909-10.

By kind permission of Col. Prior and Officers, the band of the 13th Rajputs will play during and after dinner at the Oriental Hotel, this evening, on the occasion of the second anniversary of the opening. "The Gondoliers" will be played in place of "Floradora."

We have received a copy of a new Shanghai weekly entitled "The Leading Light and China Coast Shipping Gazette." As its name indicates it is practically wholly devoted to shipping interests, which are dealt with in quite a crisp and pithy style. Of convenient size, the publication is exceedingly well turned out. It sells at 30 cents a copy. We wish the new-comer every success.

The *Gazette* notifies that an examination, open to all qualified natural-born British subjects, for appointments in the Civil Service of India or for Eastern Underposts in the Colonial Service or for Clerkship in the Home Civil Service, will take place in London in August, 1910. Copies of the regulations, syllabus of examination and forms of application may be obtained from the Colonial Secretary's office.

Details are published in Paris of a noteworthy invention which, it is believed, will solve the problem of navigation in foggy weather. The inventors are Captains Toni and Bellini, two Italian servants, and their apparatus is described as a "windless compass." The compass, it is stated, is so arranged that it can locate the direction of a station whence horizon waves are being sent forth into the atmosphere, and it is claimed for it that by its means one vessel can determine the exact position of another up to a distance of 50 kilometres.

A notification in the Government *Gazette* states that the Chief Justice (Sir Francis Jiggott) has made the following appointments:—Mr. C. A. D. Melbourne, Deputy Registrar and Appraiser of the Supreme Court, to be a Commissioner to administer oaths and take declarations, affirmations and attestations of honour in the Supreme Court, and also to be a commissioner for taking the acknowledgments by married women of the deeds to be executed by them; Mr. G. A. Wodcock, Magistrate's clerk, to be a commissioner to administer oaths and take declarations, affirmations and attestations of honour in the Supreme Court.

Dr. McKoon seems to have been very unlucky since he returned to the Philippines. The other day he obtained the Prince Sigismund for three hours because the starboard ladder was not put down when his quarantine launch approached—it turned out afterwards that the ladder was damaged and could not be used—and now it seems that the Yaveta Maru, the Tai-sang and the Arragonia have been held up for several hours in Manila harbour, through the doctor not getting off to them. Eventually Dr. Hurley went out and granted pratique. Dr. McKoon subsequently explained to a reporter that he had been suddenly prostrated with a long-standing attack of dysentery and had been unable to communicate with the other quarantine officials.

**SOCIAL AND PERSONAL**

Mr. R. M. Dyer, the new manager of the Hongkong and Whampoa Dock Company, arrived in the Colony on Friday.

Mr. J. W. Jamieson, the newly appointed British Consul-General for Canton, arrived in Hongkong on Friday by the *Delta*.

The Japanese Consul in Hongkong is in receipt of a telegram from the Foreign Office, Tokyo, stating that the Hongkong Consulate has been raised to the dignity of a Consulate-General, from October 1. Consul Funatsu will remain as acting Consul-General.

Count Olaf, Hereditary Lord Abbot of the Hongwanji, spent a busy day in Hongkong on Friday. In company with Countess Olaf he visited the Peak, then called at the residence of Mr. Consul Funatsu, afterwards holding a reception of the followers of the Nichiren sect at Morrison Hill Road; winding up the day with a dinner given by the Japanese community at the Nippon Club. To-day the distinguished visitors resume their journey to India by the P. & O. steamer *Delta*.

Lieutenant-Colonel H. D. E. Parsons, O.M.G., Army Ordnance Department, who has been appointed for duty to Hongkong, originally entered the Royal West Surrey Regiment in May, 1882, and first took service with the A. O. D. in 1890. He reached his present rank five years ago, and has two campaigns to his credit. He served with the Burmese Expedition, 1885-88, as superintendent of signalling of the Third Brigade (military with two clasps); and he saw a great deal of hard work in South Africa, 1899-1902, including the operations in the Orange Free State, Orange River Colony, the Transvaal, and Cape Colony (mentioned in despatches, C.M.G., Queen's medal with three clasps, and King's medal with two clasps). The new armament officer at Hongkong is Captain A. E. C. Myers, Royal Artillery, lately employed as head captain of the Royal Artillery of the Highland Division of the Territorial Force. Captain Myers joined the gunners in July, 1891, and served with credit in South Africa, his services obtaining him mention in despatches, Queen's medal with three clasps, and King's medal with two clasps.

**THE LIQUOR LICENSES.**

A week or two ago a petition was drawn up and addressed to His Excellency, the Governor praying that the lesser hotel proprietors be favoured with a reduction in the price of their licences. It is understood that this petition has been favourably received by His Excellency Sir Frederick Lugard and that the matter will receive the attention of the Government.

**THE POW-PA TREE.**

BY W. J. CROCKER, F.R.S.  
Two or three years ago Dr. Atkinson, the Principal Civil Medical Officer, sent us some wood shavings with the information that a Chinese woman had poisoned herself with the same thing a short time previously. These shavings are commonly known as Pow-fa and are used by Chinese women for dressing their hair. When the shavings are put into water they exude a clean gum. In "Notes on the Economic Botany of China," by Dr. A. Henry, published in Shanghai in 1893, there is a paragraph from a letter received from the Director, Royal Gardens, Kew, as follows:—"It would be very interesting to clear up the nature of the wood used by the Chinese ladies for dressing their hair." Dr. Henry states in his "Notes" that the shavings are sometimes labelled Wu Tung-Pao-Cua implying that they are from the Wu Tung tree, *Sterculia pterospermum*, but this is an error.

In the "History of European Botanical Discoveries in China," by the late Dr. E. Bretschneider, published in London, in 1894, it is stated:—"The 1892 G. M. E. Playfair sent to Kew specimens in leaf of a tree called *Tsao Chang*, which he had collected in the mountains near Ningpo, with the information that the shavings of the wood, when soaked in water, yielded a mucus, which is used by Chinese ladies in dressing their hair. These specimens were identified as *Modiolus Thunbergii*, Siebert *Zucco*, and flowering specimens, subsequently received from the same gentleman confirmed the identification. On the authority of Dr. Henry, Playfair adds that the Canton shavings are from the same tree."

We do not know on what grounds Dr. Henry based his opinion, but we may say at once that the shavings sold in Hongkong are undoubtedly obtained from the same kind of tree as the Ningpo shavings. *Modiolus Thunbergii*. We had suspected this to be the case for some time, but could not be quite sure as the wood obtained from trees growing in Hongkong is of a different texture and colour to the tree, though the shavings are of the same. We have endeavoured, from time to time, to get living specimens of the tree through Chinese sources, but always without success until recently, when we obtained a specimen with leaves from a place in Kwangtung. The Chinese say they know the tree quite well, but on every previous occasion specimens of *Litsea* and *Albizia* have been brought in. The *Litsea* belongs to Lauraceae, the *Albizia* to Leguminosae. It is also found in Formosa and Japan. In Hongkong it is frequently met with, and is one of our biggest trees. It has another use besides the one mentioned, and that is for the making of joss sticks. In the new territories there are several sandal-wood mills and the wood used is obtained from the *Modiolus*, but it is not the true sandalwood. Mr. Frank Brown, the Government Analyst, informs us that its dangerous property is due to the presence of a narcotic poison. The name for the tree in the new territories is Heung Sam Kan, but no mention of it is made in Chinese books on botany under this name or Pow-fa.

**JAPAN'S COURTESY.**

**AMERICAN SAILORS' FRATERNAL APPRECIATION.**

(Reuter's Service to the China Mail.)  
LONDON, October 2.

The New York correspondent of the *Times* states that the American sailors, who participated in the world's tour, have subscribed towards a loving-cup to be presented to the Japanese Navy in appreciation of the courtesies received while visiting Japan.

**SPANIARDS' SEVERE REPULSE.**

**GENERAL AND OFFICERS' KILLED.**

(Reuter's Service to the China Mail.)  
LONDON, October 2.

The Spaniards on making a reconnaissance from Zulueta sustained a severe reverse.

General Vicario, two captains and Lieutenants and 11 men were killed, while the wounded numbered 180.

**BIRTH OF A GERMAN PRINCE.**

(Reuter's Service to the China Mail.)  
LONDON, October 2.

The Crown Princess of Germany has given birth to a son.

[Note.—His Imperial and Royal Highness Crown Prince Wilhelm was married in 1905 to H. E. H. Cecilie of Mecklenburg-Schwerin, and on July 4th of the following year Prince Wilhelm was born. A second son was born on November 9th, 1907.—Ed. C.M.]

**THE TSARINA ILL.**

**ARMY MANOEUVRES ABANDONED.**

(Reuter's Service to the China Mail.)  
LONDON, October 1.

The Russian Army manoeuvres in the Crimea have been abandoned owing to the illness of the Tsarina.

**WIRELESS TELEGRAPHY.**

**GOVERNMENT'S WISE STEP.**

(Reuter's Service to the China Mail.)  
LONDON, October 1.

Mr. Sydney Buxton, the Post-Master General, has announced in the House of Commons that the Post Office has arranged with the Marconi Company to take over all the coast stations, the company receiving £15,000.

The Post Office has also arranged to take over all Lloyd's wireless stations.

**ANOTHER GERMAN DREADNOUGHT.**

**COMPLETION OF NAVAL HARBOUR.**

(Reuter's Service to the China Mail.)  
LONDON, October 1.

The Ost Frisland, a sister ship of the *Heligoland*, of the superior Dreadnought type, launched a few days ago, was launched yesterday at Wilhelmshaven.

The launch coincides with the completion, after ten years' work, of the naval harbour at Wilhelmshaven, which has cost £3,200,000 sterling, and which includes six docks, three of which will accommodate the largest battleships afloat.

**A REMEDY THAT CURES COLIC.**

SOME time back I had a very bad attack of colic, says Mrs. C. Pinner of Middleburg, Cape Colony. I have an advertisement in the paper of Chamberlain's Colic, Cholera and Diarrhoea Remedy, which I at once got from the chemist, Mr. W. C. Turpin. After I had used the first dose I got better, and when the bottle was finished it was well. I can safely recommend it to any one who suffers from colic. It is the best I ever used. For sale by all chemists and storekeepers.

**JAPANESE CHAMPAGNE CIDER.**

**A WHOLESOME SUMMER BEVERAGE.**

**Tansan Water used in Manufacture.**

Per Case 4 Dozen-Pints. . . . . \$ 8.50

Per Case 100 Splits. . . . . 12.00

Per Dozen-Pints. . . . . 2.15

Per Dozen Splits. . . . . 1.50

**H. Price & Co., Ltd.,**

Wine Merchants,  
12, Queen's Road.

**RUSSIAN IMMIGRANTS.**

(Independent News Agency's Service to the China Mail.)  
TOKYO, October 2.

Two hundred Russian immigrants bound for Hawaii left Dairen to-day.

**JAPAN'S RICE CROP.**

**UNPRECEDENTED HARVEST.**

(Independent News Agency's Service to the China Mail.)  
TOKYO, October 2.

The prospect of the rice crop in Japan this year, the government announces, is extremely good and an unprecedented harvest is anticipated.

**AMERICA AND JAPAN.**

**CLOSER INTIMACY NECESSARY.**

(Independent News Agency's Service to the China Mail.)  
TOKYO, October 2.

Ambassador O'Brien, who is now on leave in America, addressed the party of Japanese business men, at a reception held at the Grand Rapids and said that the Government and people of Japan were most friendly towards America. This he knew from personal experience, during his two years' residence in Japan. He thought that a closer intimacy between the two countries was absolutely essential for their future mutual prosperity.

**NEW SECRETARY APPOINTED.**

(Wah Tei Yat Po's Service.)  
PEKING, October 1.

Sir Chun Liang Liang-sheng has been appointed secretary to Prince Tuan during the tour of His Imperial Highness, in study the naval methods of foreign countries. His Imperial Highness and his suite will embark from Peking on October 10.

**MACAO BOUNDARY DELINEATION.**

(Wah Tei Yat Po's Service.)  
PEKING, October 1.

His Excellency Commissioner Kao has telegraphed that the Portuguese Commissioner has agreed not to interfere with the fishing junks in Chinese waters and to recognize Muk Chak and Ko Lo Wan as Chinese territory.

**PROVINCIAL FINANCES.**

(Wah Tei Yat Po's Service.)  
PEKING, October 1.

The Board of Finance has proposed that Shao Ying, Vice-President of the Board, be deputed to proceed to each province in order to make a thorough study of their financial situation with a view to increasing the revenue.

**HARMSTON'S CIRCUS.**

Harmston's Circus begins its season in Hongkong to-night. A special performance, we understand, will be given on Sunday afternoon.

For stealing 24 lbs of lead from the Hongkong and Whampoa Dock Co. a native was sentenced to six weeks' imprisonment with hard labour, at the Magistracy to-day. Another native was sentenced to three months' imprisonment and six hours' stocks for breaking and entering No. 29 Bridge Street.

**RHEUMATISM.**

MORE than nine out of every ten cases of rheumatism are simply rheumatism of the muscles, due to cold or damp weather or chronic rheumatism. In such cases no internal treatment is required. The free application of Chamberlain's Pain Balm is all that is needed, and it is certain to give quick relief. For sale by all chemists and storekeepers.











SATURDAY, OCTOBER 2, 1908.

# THE CHINA MAIL.

## Shipping.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

#### HOMEWARD PASSENGER SEASON 1910.

##### PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR  
**MARSEILLES & LONDON,**  
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Steamers | Leave    | Connecting Steamers | Due            | Due         |
|----------|----------|---------------------|----------------|-------------|
| to       | from     | from                | at             | at          |
| Colombo  | Hongkong | Marseilles & London | 9 days earlier | 1 day later |
| Steamer  | Leave    | Steamer             | Leave          | Steamer     |
| ARADIA   | Feb. 6   | MAINTA              | March 5        | Friday      |
| ARADIA   | Feb. 19  | MAINTA              | March 19       | March 11    |
| DELTA    | March 5  | MAINTA              | April 2        | March 26    |
| MAINTA   | March 19 | MAINTA              | April 16       | April 8     |
| DEVANHA  | April 5  | MAINTA              | April 30       | April 22    |
| ASSAFA   | April 19 | MAINTA              | May 14         | May 6       |
| DELTA    | May 5    | MAINTA              | May 28         | May 20      |
| DELTA    | May 19   | MAINTA              | June 12        | June 4      |

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.  
 Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

Fares to London (including Suez):  
 1st Saloon.....£71.10 Single. £106.14 Return.  
 2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following STEAMERS will leave for

### LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMER  | Leave       | Due      |
|----------|-------------|----------|
| from     | from        | from     |
| Hongkong | Hongkong    | LONDON   |
| SYRIA    | January 26  | March 13 |
| SUMATRA  | February 9  | March 26 |
| NYANZA   | February 23 | April 9  |
| SUNDA    | March 7     | May 2    |
| MAINTA   | March 21    | May 16   |
| BAHAMA   | April 4     | May 30   |
| NORR     | May 18      | July 13  |

These steamers call also at Singapore, Penang, Colombo, and at Marseilles.  
 Fares to London (including Suez):  
 1st Saloon.....£55.0 Single. £82.10 Return.  
 2nd ".....£38.0 " £57.4 "

For further particulars apply to  
**E. A. HEWETT, Superintendent.**

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
 MANZANILLO (MEXICO), CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, AND SALINA CRUZ (MEXICO).

sails 1909.  
 a.s. Hongkong Maru - 6000 tons gross Oct. 26th, at noon.  
 a.s. Manshu Maru - 5000 " Dec. 10th, at noon.  
 a.s. America Maru - 6000 " Feb. 5th, at noon.  
 For particulars apply to **K. MATSUDA, Manager.**  
 TOYO KISEN KAISHA, Yokohama Buildings.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

### HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST-Class, latest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First-Class Cuisine.

| STEAMER  | For                     | Leave                        |
|----------|-------------------------|------------------------------|
| from     | from                    | from                         |
| Hongkong | Hongkong                | Hongkong                     |
| HAIMUN   | SWATOW.                 | SUNDAY, 3rd Oct., at Noon.   |
| HAICHING | SWATOW, AMOI & FOOSHOW. | TUESDAY, 6th Oct., at 3 p.m. |
| HAITAN   | SWATOW, AMOI & FOOSHOW. | FRIDAY, 8th Oct., at 1 p.m.  |

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).  
 A reduction of 20 per cent on First-Class Fares to Foochow will be made during the month of September.

For Freight and Passage, apply to  
**DOUGLAS, LIPRAIK & CO., General Managers.**

## JAVA-CHINA-JAPAN LJJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

| STEAMER   | FROM  | EXPECTED OF OR ABOUT | WILL LEAVE FOR | ON OR ABOUT         |
|-----------|-------|----------------------|----------------|---------------------|
| TSIBODAS  | JAVA  | Second half of Sept. | JAPAN          | First half of Oct.  |
| TSIMARI   | JAPAN | First half of Oct.   | JAVA           | Do.                 |
| TSIPANAS  | JAVA  | Do.                  | SHANGHAI       | Do.                 |
| TSUKU     | JAPAN | Do.                  | JAVA           | Do.                 |
| TSILATSAP | JAVA  | Second half of Oct.  | SHANGHAI       | Second half of Oct. |
| TSILAWONG | JAVA  | Do.                  | JAPAN          | Do.                 |

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

**JAVA-CHINA-JAPAN LJJN.**  
 Telephone No. 375.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain      | For    | Sailing Date               |
|-----------|------|--------------|--------|----------------------------|
| MAIYO     | 2500 | H. Rodgers   | Manila | Friday, Oct. 9, at Noon    |
| RUBI      | 2500 | W. B. Alcock | Manila | Saturday, Oct. 10, at Noon |

For Freight and Passage apply to  
**Shewan, Tomes & Co., General Managers.**

## Shipping.

### PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

#### S.S. 'MACEDONIA,'

##### 10,500 tons,

##### CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR  
**MARSEILLES AND LONDON, Via BOMBAY.**  
 WILL leave Hongkong on MARCH 19th, 1910, staying at Bombay 24 hours only and is due to arrive at—  
 MARSEILLES.....April 16th.  
 LONDON.....April 23rd.

FARES TO LONDON—  
 1st Saloon.....£71.10 Single. £106.14 Return.  
 2nd ".....£48.8 " £72.12 "

For further Particulars apply to  
**E. A. HEWETT, Superintendent.**

Hongkong, August 18, 1908.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

### MAIL SERVICE.

### TO AUSTRALIA.

### MAIL SCHEDULE.

(SUBJECT TO MODIFICATION.)

| STEAMER  | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|----------|--------------------------------|------------------------------|
| EASTERN  | Oct. 19.                       | 18th Oct. at Noon.           |
| ALDENHAM | Nov. 15.                       | 10th Nov. at Noon.           |

THE above Steamers are fitted with Refrigeration, Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

**GIBB, LIVINGSTON & CO., Agents.**

Hongkong, November 7, 1908.

## THOS COOK & SON.

### TOURIST, STEAMSHIP & FORWARDING AGENTS

### BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C. 4.  
 TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.  
 BAGGAGE collected, forwarded and insured at lowest rates.  
 LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
 FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East:  
 16, DES VOGES ROAD, HONGKONG.  
 Japan Office:  
 14, WATER STREET, YOKOHAMA.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

### MINNESOTA

32,000 TONS  
 BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

Calling at Keelung.

'MINNESOTA' Captain H. W. RAVEN. THURSDAY, 4th November, 1909.  
 Calling at Manila, P.I. Westbound and omitting Shanghai Eastbound.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all ports in Great Britain and on the Continent.

Direct connections at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Singles and Staterooms (all outside rooms); Main, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of Chinese cabin passengers return tickets are interchangeable with similar ones issued between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

**NIPPON YUSEN KAISHA, Agents.**

## CHARGEURS REUNIS CO. FRENCH STEAMSHIP COMPANY

REGULAR PASSENGER SERVICE  
 TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis Co. proceed from Yokohama DIRECT TO SAN FRANCISCO, without any call at ports, thus affording a fast regular service between Japan and the West Coast of America.

For further particulars apply to  
**MESSENGER-MARTIN, Agents at Hongkong.**

Hongkong, April 14, 1909.

## Shipping.

### FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

JAPAN  
 Captain J. G. (Laird) will be despatched for the above ports on TUESDAY, the 6th inst., at Noon.  
 For Freight or Passage, apply to  
 D. SASSON & Co., Ltd., Agents.  
 Hongkong, October 1, 1908. 1234

FOR KOBE AND YOKOHAMA DIRECT.

THE Steamship  
 VIKING BRANCH  
 Captain R. W. (Laird) will be despatched as above on or about 5th October.  
 For Freight and further particulars apply to  
 DODWELL & CO., LTD., Agents.  
 Hongkong, September 30, 1908. 1235

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR  
 VIENNA AND TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, Rio de Janeiro, Bahia, Santos, Pernambuco, Recife, and all other ports.)

THE Company's Steamship  
 AUSTRIA  
 Captain Canot will be despatched as above on or about MONDAY, the 25th inst.

No claims will be admitted after the 25th inst. for goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th October, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-MERKKA LINE, Hongkong Office.  
 Hongkong, September 27, 1909. 1216

## NOTICES TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. STEAMSHIP BELGIANIA, Captain H. (Laird), having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the 25th inst. for goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th October, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-MERKKA LINE, Hongkong Office.  
 Hongkong, September 27, 1909. 1216

## 'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

### STEAMSHIP BENALDER

FROM MIDDLESBROUGH, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the 25th inst. for goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th October, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, September 28, 1909. 1223

## NOTICE TO CONSIGNEES.

### STEAMER SYDNEY.

COMPAGNIE DE MESSENGERIES MARITIMES.

CONSIGNEES of Cargo from London and other ports are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the 25th inst. for goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th October, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, September 27, 1909. 1220

## SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE VIA DAIRIN.

### SUMMER SCHEDULE.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of: excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. 'Kobe Maru' and 'Selkirk Maru' (3,877 tons each) as follows—

#### NORTH-BOUND.

| Leave—Shanghai (Steamer)     | Thursday  | Saturday or Sunday |
|------------------------------|-----------|--------------------|
| Arrive—Dairen                | Sunday    | Monday or Tuesday  |
| Ar. — Dairen                 | 11 a.m.   | "                  |
| Ar. — Mukden                 | 3.30 p.m. | "                  |
| Ar. — Changchun              | 9.15 p.m. | "                  |
| Ar. — Harbin (Russian Train) | 5 a.m.    | Monday             |
| Ar. — Harbin                 | 8.55 a.m. | Wed. Sat.          |

Connecting at Harbin with State Express Wagon, Lites, and for Moscow, for Moscow, for St. Petersburg.

#### SOUTH-BOUND.

| Leave—Harbin (Russian Train) | 9 a.m.     | Thursday  | Sat.   |
|------------------------------|------------|-----------|--------|
| Arrive—Changchun             | 6 p.m.     | Tuesday   | Thurs. |
| Ar. — Mukden                 | 2.10 a.m.  | Wednesday | Fri.   |
| Ar. — Dairen                 | 2.30 a.m.  | "         | Sun.   |
| Ar. — Shanghai (Steamer)     | 12.30 p.m. | Friday    | Sunday |

\* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENTS—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co. and Messrs. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add.: 'Yamato'). At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

Fresh stock always on hand at Dairen and Neuchang Depot.  
**SOUTH MANCHURIA RAILWAY COMPANY, Dairen.**  
 Tel. Add.: 'Manchuria' Codes: A.B.C. 5th Ed., A1 & Lister's.

## NOTICES TO CONSIGNEES.

### THE STEAMSHIP GHAZZE.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the 25th inst. for goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th October, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by DODWELL & CO., Ltd., Agents.  
 Hongkong, September 28, 1909. 1222

## NIPPON YUSEN KAISHA.

### NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Co.'s Steamship Wakana Maru, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Goods will be forwarded unless instructions are given to the contrary before 10 a.m.

Goods not claimed before the 1st October will be subject to rent.

No Fire Insurance will be effected. Damaged Packages must be left in the Godowns for examination by the Consignees and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.  
 Hongkong, October 1, 1909. 1233

## PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, JAPAN & SHANGHAI.

CONSIGNEES of Cargo are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the 25th inst. for goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th October, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, October 1, 1909. 1233

## ADVERTISE

## ADVERTISE

## ADVERTISE

## ADVERTISE

## ADVERTISE

## ADVERTISE



## Banks.

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000  
RESERVE FUNDS.....\$1,500,000  
Sterling.....\$1,500,000  
Silver.....\$1,500,000  
REVENUE.....\$30,000,000  
PROFIT.....\$10,000,000

## BANKERS.

HONGKONG—J. R. M. SMITH.  
SHANGHAI—H. R. HUNTER.

## LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits—  
For 3 months 3 1/2 per cent. per annum.  
For 6 months 4 per cent. per annum.  
For 12 months 4 1/2 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, August 21, 1909.

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 4 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,  
J. R. M. SMITH,  
Chief Manager.

Hongkong January 12, 1907.

## THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL.....£1,000,000  
RESERVE FUNDS.....£1,500,000  
REVENUE.....£1,500,000  
PROFIT.....£1,500,000

INTEREST ALLOWED on Current Accounts at the rate of 3 per cent. on the daily balance.

On Fixed Deposits for 12 months 4 1/2 per cent. per annum.  
Do. 6 months 4 per cent. per annum.  
Do. 3 months 3 1/2 per cent. per annum.

Wm. DICKSON,  
Manager.

Hongkong, April 6, 1909.

## NEDERLANDS-CHINESE BANK.

INCORPORATED IN THE NETHERLANDS.

PAID-UP CAPITAL.....fl. 45,000,000 (€3,750,000)  
RESERVE FUNDS.....fl. 1,500,000 (€125,000)  
REVENUE.....fl. 1,500,000 (€125,000)  
PROFIT.....fl. 1,500,000 (€125,000)

INTEREST ALLOWED on Current Accounts at the rate of 3 per cent. on the daily balance.

On Fixed Deposits for 12 months 4 1/2 per cent. per annum.  
Do. 6 months 4 per cent. per annum.  
Do. 3 months 3 1/2 per cent. per annum.

Wm. DICKSON,  
Manager.

Hongkong, April 6, 1909.

## YOKOHAMA SPECIE BANK.

INCORPORATED 1886.

PAID-UP CAPITAL.....\$1,000,000  
RESERVE FUNDS.....\$1,500,000  
REVENUE.....\$1,500,000  
PROFIT.....\$1,500,000

INTEREST ALLOWED on Current Accounts at the rate of 3 per cent. on the daily balance.

On Fixed Deposits for 12 months 4 1/2 per cent. per annum.  
Do. 6 months 4 per cent. per annum.  
Do. 3 months 3 1/2 per cent. per annum.

J. E. VAN HOUTEN,  
Agent.

Hongkong, July 22, 1909.

## Banks.

## THE MERCHANTS BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL.....£1,500,000  
SUBSCRIBED.....£1,125,000  
PAID-UP.....£562,500  
RESERVE FUND.....£562,500

## BANKERS.

HONGKONG—J. R. M. SMITH.  
SHANGHAI—H. R. HUNTER.

## LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On Fixed Deposits—  
For 3 months 3 1/2 per cent. per annum.  
For 6 months 4 per cent. per annum.  
For 12 months 4 1/2 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, August 21, 1909.

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 4 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,  
J. R. M. SMITH,  
Chief Manager.

Hongkong January 12, 1907.

## THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL.....£1,000,000  
RESERVE FUNDS.....£1,500,000  
REVENUE.....£1,500,000  
PROFIT.....£1,500,000

INTEREST ALLOWED on Current Accounts at the rate of 3 per cent. on the daily balance.

On Fixed Deposits for 12 months 4 1/2 per cent. per annum.  
Do. 6 months 4 per cent. per annum.  
Do. 3 months 3 1/2 per cent. per annum.

Wm. DICKSON,  
Manager.

Hongkong, April 6, 1909.

## NEDERLANDS-CHINESE BANK.

INCORPORATED IN THE NETHERLANDS.

PAID-UP CAPITAL.....fl. 45,000,000 (€3,750,000)  
RESERVE FUNDS.....fl. 1,500,000 (€125,000)  
REVENUE.....fl. 1,500,000 (€125,000)  
PROFIT.....fl. 1,500,000 (€125,000)

INTEREST ALLOWED on Current Accounts at the rate of 3 per cent. on the daily balance.

On Fixed Deposits for 12 months 4 1/2 per cent. per annum.  
Do. 6 months 4 per cent. per annum.  
Do. 3 months 3 1/2 per cent. per annum.

Wm. DICKSON,  
Manager.

Hongkong, April 6, 1909.

## YOKOHAMA SPECIE BANK.

INCORPORATED 1886.

PAID-UP CAPITAL.....\$1,000,000  
RESERVE FUNDS.....\$1,500,000  
REVENUE.....\$1,500,000  
PROFIT.....\$1,500,000

INTEREST ALLOWED on Current Accounts at the rate of 3 per cent. on the daily balance.

On Fixed Deposits for 12 months 4 1/2 per cent. per annum.  
Do. 6 months 4 per cent. per annum.  
Do. 3 months 3 1/2 per cent. per annum.

J. E. VAN HOUTEN,  
Agent.

Hongkong, July 22, 1909.

## Dentistry.

## DR. CHAS. FONG.

34, QUEEN'S ROAD CENTRAL.  
ROOM NO. 3, FIRST FLOOR.  
(Opposite Post Office).  
American graduate with twenty years' experience in the practice of Dentistry, specialist for treatment of teeth.  
Hongkong, April 16, 1909.

## DR. HARRY FONG.

AMERICAN TRAINER DENTIST.

ELECTRIC AND LATEST IMPROVED APPLIANCES.

41, QUEEN'S ROAD CENTRAL.  
Hongkong, November 18, 1908.

## S. N. TING.

Surgeon Dentist.

No. 14, D'ARCADE STREET.

TERMS VERY MODERATE.

Consultation Free.

## VISITORS AT HOTEL.

HONGKONG HOTEL.

Mr. P. R. Adams, Mr. C. W. L. Lee.  
Mr. J. H. Allen, Mr. and Mrs. J. Lind.  
Mr. O. Barnett, Mr. and Mrs. G. T.  
Mr. M. J. Brown, Lloyd and child.  
Mr. T. C. Buckland, Mr. D. Macdonald.  
Mr. and Mrs. W. C. Dr. O. Marlett.  
Mr. F. G. Burt, Mr. F. M. Mason.  
Mr. H. C. Clark, Mr. J. E. Mearns.  
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Mr. H. C. Clark, Mr. J. E. Mearns.

Mr. H. C. Clark, Mr. J. E. Mearns.

Mr. H. C. Clark, Mr. J. E. Mearns.

Mr. H. C. Clark, Mr. J. E. Mearns.

## HONGKONG.

Hongkong, October 2, 1909.

On London.....\$100.  
On demand.....\$100.  
On 30 days sight.....\$100.  
On 60 days sight.....\$100.  
On 90 days sight.....\$100.

On 120 days sight.....\$100.  
On 150 days sight.....\$100.  
On 180 days sight.....\$100.  
On 210 days sight.....\$100.  
On 240 days sight.....\$100.

On 270 days sight.....\$100.  
On 300 days sight.....\$100.  
On 330 days sight.....\$100.  
On 360 days sight.....\$100.  
On 390 days sight.....\$100.

On 420 days sight.....\$100.  
On 450 days sight.....\$100.  
On 480 days sight.....\$100.  
On 510 days sight.....\$100.  
On 540 days sight.....\$100.

On 570 days sight.....\$100.  
On 600 days sight.....\$100.  
On 630 days sight.....\$100.  
On 660 days sight.....\$100.  
On 690 days sight.....\$100.

On 720 days sight.....\$100.  
On 750 days sight.....\$100.  
On 780 days sight.....\$100.  
On 810 days sight.....\$100.  
On 840 days sight.....\$100.

On 870 days sight.....\$100.  
On 900 days sight.....\$100.  
On 930 days sight.....\$100.  
On 960 days sight.....\$100.  
On 990 days sight.....\$100.

On 1020 days sight.....\$100.  
On 1050 days sight.....\$100.  
On 1080 days sight.....\$100.  
On 1110 days sight.....\$100.  
On 1140 days sight.....\$100.

On 1170 days sight.....\$100.  
On 1200 days sight.....\$100.  
On 1230 days sight.....\$100.  
On 1260 days sight.....\$100.  
On 1290 days sight.....\$100.

On 1320 days sight.....\$100.  
On 1350 days sight.....\$100.  
On 1380 days sight.....\$100.  
On 1410 days sight.....\$100.  
On 1440 days sight.....\$100.

On 1470 days sight.....\$100.  
On 1500 days sight.....\$100.  
On 1530 days sight.....\$100.  
On 1560 days sight.....\$100.  
On 1590 days sight.....\$100.

On 1620 days sight.....\$100.  
On 1650 days sight.....\$100.  
On 1680 days sight.....\$100.  
On 1710 days sight.....\$100.  
On 1740 days sight.....\$100.

On 1770 days sight.....\$100.  
On 1800 days sight.....\$100.  
On 1830 days sight.....\$100.  
On 1860 days sight.....\$100.  
On 1890 days sight.....\$100.

On 1920 days sight.....\$100.  
On 1950 days sight.....\$100.  
On 1980 days sight.....\$100.  
On 2010 days sight.....\$100.  
On 2040 days sight.....\$100.

On 2070 days sight.....\$100.  
On 2100 days sight.....\$100.  
On 2130 days sight.....\$100.  
On 2160 days sight.....\$100.  
On 2190 days sight.....\$100.

On 2220 days sight.....\$100.  
On 2250 days sight.....\$100.  
On 2280 days sight.....\$100.  
On 2310 days sight.....\$100.  
On 2340 days sight.....\$100.

On 2370 days sight.....\$100.  
On 2400 days sight.....\$100.  
On 2430 days sight.....\$100.  
On 2460 days sight.....\$100.  
On 2490 days sight.....\$100.

On 2520 days sight.....\$100.  
On 2550 days sight.....\$100.  
On 2580 days sight.....\$100.  
On 2610 days sight.....\$100.  
On 2640 days sight.....\$100.

On 2670 days sight.....\$100.  
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On 2790 days sight.....\$100.

On 2820 days sight.....\$100.  
On 2850 days sight.....\$100.  
On 2880 days sight.....\$100.  
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On 2970 days sight.....\$100.  
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On 3030 days sight.....\$100.  
On 3060 days sight.....\$100.  
On 3090 days sight.....\$100.

On 3120 days sight.....\$100.  
On 3150 days sight.....\$100.  
On 3180 days sight.....\$100.  
On 3210 days sight.....\$100.  
On 3240 days sight.....\$100.

On 3270 days sight.....\$100.  
On 3300 days sight.....\$100.  
On 3330 days sight.....\$100.  
On 3360 days sight.....\$100.  
On 3390 days sight.....\$100.

On 3420 days sight.....\$100.  
On 3450 days sight.....\$100.  
On 3480 days sight.....\$100.  
On 3510 days sight.....\$100.  
On 3540 days sight.....\$100.

On 3570 days sight.....\$100.  
On 3600 days sight.....\$100.  
On 3630 days sight.....\$100.  
On 3660 days sight.....\$100.  
On 3690 days sight.....\$100.

On 3720 days sight.....\$100.  
On 3750 days sight.....\$100.  
On 3780 days sight.....\$100.  
On 3810 days sight.....\$100.  
On 3840 days sight.....\$100.

On 3870 days sight.....\$100.  
On 3900 days sight.....\$100.  
On 3930 days sight.....\$100.  
On 3960 days sight.....\$100.  
On 3990 days sight.....\$100.

On 4020 days sight.....\$100.  
On 4050 days sight.....\$100.  
On 4080 days sight.....\$100.  
On 4110 days sight.....\$100.  
On 4140 days sight.....\$100.

On 4170 days sight.....\$100.  
On 4200 days sight.....\$100.  
On 4230 days sight.....\$100.  
On 4260 days sight.....\$100.  
On 4290 days sight.....\$100.

On 4320 days sight.....\$100.  
On 4350 days sight.....\$100.  
On 4380 days sight.....\$100.  
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On 4470 days sight.....\$100.  
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On 6960 days sight.....\$100.  
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On 7140 days sight.....\$100.

On 7170 days sight.....\$100.  
On 7200 days sight.....\$100.  
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On 7260 days sight.....\$100.  
On 7290 days sight.....\$100.

On 7320 days sight.....\$100.  
On 7350 days sight.....\$100.  
On 7380 days sight.....\$100.  
On 7410 days sight.....\$100.  
On 7440 days sight.....\$100.

On 7470 days sight.....\$100.  
On 7500 days sight.....\$100.  
On 7530 days sight.....\$100.  
On 7560 days sight.....\$100.  
On 7590 days sight.....\$100.

On 7620 days sight.....\$100.  
On 7650 days sight.....\$100.  
On 7680 days sight.....\$100.  
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On 7860 days sight.....\$100.  
On 7890 days sight.....\$100.

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On 7980 days sight.....\$100.  
On 8







